Bridge at Pazhuvil—construction of.

218. Mr. P. Raman Menon.—Will the Government be pleased to state.—

(a) when was the bridge at Pazhuvil (Trichur-Triprayar road) first constructed;

(b) what was the estimated cost of the same;

(c) when was the same bridge constructed for a second time;

(d) what did it cost;

(e) is it not true that the bridge is being newly constructed now;

(f) what is the estimated cost for the same at present?

Mr. V. K. Aravindaksha Menon.—(a) and (b). The information is not available at this distance of time.

(c) Some repairs to its abutments and deck were done in 1082.

(d) Rs. 3,183—3—4.

(e) An entirely new bridge much wider and with larger span has been constructed.

(f) Rs. 16,200.

Mr. P. Raman Menon.—What was the cost of repairs?

Mr. V. K. Aravindaksha Menon.—As long back as 1082 this Department made repairs costing Rs. 1,180/-

Toll-gates in the State.

219. Mr. T. C. Iyyukkutty.—Will the Government be pleased to state.—

(a) the number of toll-gates in each Taluk in the State;

(b) the amount accrued by the sale of toll-gates in each Taluk in the State?

Mr. K. Achyuta Menon.—(a) and (b). A statement containing the required information is given below:—

Taluk.	*Number of toll-gates*	*Amount accrued in 1110.*
		Rs.
Cochin-Kanayannur	4	6,500
Mukundapuram	9	26,940

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Trichur	5	29,515
Talappalli	15	42,390
Chittur	8	33,303
Cranganur	Nil	nil
Total		1,38,648

Mr. A. Eachara Menon.—Does this include Municipal tolls?

Mr. K. Achyuta Menon.—No.

Mr. T. C. Iyyukkutty.— What is the general principle adopted by the Government in locating toll gates?

Mr. K. Achyuta Menon.—The general principle is that regard has to be had to the importance of the roads and the length of the roads. The principles are laid down in the Tolls and Ferries Regulation.

Mr. T. C. Iyyukkutty.—Why are there more toll gates in the Talappilly taluk?

Mr. K. Achyuta Menon.—The obvious reason is that there are more roads.

Mr. T. K. Nayar.—More roads in the Talapilly Taluk?

Mr. K. Achyuta Menon.—More toll-establishable roads.

മിസ്റ്റർ കെ. എസ്സ്. പണിക്കർ.—ഒരു ചുങ്കത്തിൽനിന്ന് മറെറാരു ചുങ്കത്തിലേയ്ക്ക് എത്ര മൈൽസ് ദൂരം വേണമെന്നാണ് പറയുന്നത്?

Mr. K. Achyuta Menon.—I do not think there is any such rule.

Mr. T. C. Iyyukutty.—Can toll gates be put up in the middle of the year?

Mr. K. Achyuta Menon.—Sometimes they are put up when there are evasions of rules.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം.— ബഹുമാനപ്പെട്ട വടക്കേ ഇഴുവമെമ്പറുടെ ഉപചോദ്യമാണ് ഞാൻ ചോദിയ്ക്കുന്നത്. ഓരോ ചുങ്കങ്ങൾക്കും എത്രകണ്ട് ദൂരം വച്ചാണ് അനുവദിക്കാവുള്ളത്?

Mr. K. Achyuta Menon.—There is no fixed practice. I may say for the information of the Hon'ble Member that they are located between one taluk and another, sometimes at the junction of several roads, sometimes on the frontier. These are the main principles.

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Dr. A. R. Menon,—Is it not a fact that when once a person pays a toll he is exempted from payment in other toll gates?

Mr. K. Achyuta Menon.—That is so.

Mr. T. A. Ramachandra Ayyar.—Is there not a toll in the Amballur Kallur road? What is the condition of that road?

Mr. K. Achyuta Menon.—For one or two years the road was in a rather unfit condition, and an assurance was held out that it will be attended to.

Mr. T. A. Ramachandra Ayyar.—What is the present condition of the road?

Mr. K. Achyuta Menon.—I want notice.

Mr. T. S. Balarama Ayyar.—Has it been calculated what would be the fall in revenue by abolishing the tolls?

Mr. K. Achyuta Menon.—I want notice.

മിസ്റ്റർ കെ. എസ്സ്. പണിക്കർ.—പഴവിൽ എത്ര ചുങ്കങ്ങളുണ്ട്?

Mr. K. Achyuta Menon.—My recollection is that in Pazhuvil there is only one.

Mr. K. M. Kunhi Moideen.—Do the Government propose to abolish the other toll?

Mr. K. Achyuta Menon.—No.

Mr. K. S. Panickar.— What is the practice in British India?

Mr. K. Achyuta Menon.—There are no tolls in British India.

മിസ്റ്റർ കെ. എസ്സ്. പണിക്കർ.—ഒരു ചുങ്കത്തിൽ കൂടുതൽ ഉണ്ടെങ്കിൽ അതു ഗവൺമെണ്ടിന്റെ അറിവുകൂടാതെ വച്ചിരിക്കുന്നതാണോ?

Mr. K. Achyuta Menon.—I speak subject to correction. If there are two tolls they must have been established under the authority of the Government.

Mr. K. M. Ibrahim.—Is it not desirable to follow the British practice here?

Mr. President.—We are seriously thinking of adopting their practice.

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